PEARSON® YACHTS

West Shore Road, Portsmouth, R. I. 02871 • 401-683-0100

4 April 1975

Robert Hall
Box 121
Minooka, Ill.

REFERENCE: Pearson 10M # 61

Dear Owner:

We have noticed that reinforcing the upper shroud chain-plate gusset may be necessary.

Attached is a word and diagram explanation of what and how we would recommend this be accomplished.

When filing for reimbursement please submit all copies of invoices to your dealer for filing with us for reimbursement.

Any questions, please contact your dealer or Pearson Yachts.

Yours very truly,

PEARSON YACHTS DIVISION
GRUMMAN ALLIED INDUSTRIES, INC.

Peter B. Katzenbach
Customer Service Manager
PBK/C
Enclosures
CC: Grebe Yacht Sales
3250 North Washtenaw Avenue
Chciago, Ill.

April 2, 1975

SUBJECT: Pearson 10M Chainplate/Gusset
Field Fix Procedure

Enclosed are two sketches showing the general design and recommended fix for the chainplates in layouts without upper berths.

PROBLEM:

Referring to Figure 1, this indicates the general construction in way of the chainplate. You will note the large hat sections to which the triangular chainplate bracket is attached. The hat sections are bonded to the hull on their vertical and horizontal edges. Bonding at the forward end of the horizontal hat section may be insufficient and might break loose from the main bulkhead. When putting the shrouds under load, relative movement between the hat section and the bulkhead may be observed.

SOLUTION:

To remedy the situation, please refer to Figure 2. First of all, the forward end of the horizontal hat section should be bonded to the main bulkhead using three mats and three rovings alternately. The main objective here is to prevent the hat section from moving inboard. To accomplish this, the horizontal tabbing should extend onto the bulkhead approximately three inches. It will probably be necessary to remove, by sanding, some of the formica allowing the glass to adhere to the wood bulkhead. In addition, we suggest the installation of a half-inch plywood bracket located approximately six inches below the horizontal hat section. It, in turn, should be bonded along the hull using three mats and three rovings and

bolted to the bulkhead with aluminum angle. The aluminum angle should be 3/16" thick. The bolts should be 5/16". Be sure to use washers. Please note that this bracket should not be attached to the inner face of the backrest. Make it as wide as possible at the forward end keeping a constant section aft until the forward opening the backrest is reached. From that point it should taper as shown in the enclosed sketch. With the addition of the bonding and the bracket, the relative movement which is currently taking place will be eliminated.

It is encouraging to note that where we have an upper berth, that the berth bottom is acting as a longitudinal stringer restricting relative movement and thus preventing the deck from crazing. We suggest, however, that the chainplate cover be removed and the forward end of the horizontal hat section be bonded to the bulkhead in the same manner suggested when the upper berth isn't included.

We do not recommend removal of the backrest to accomplish glass work.

ON DECK:

If you developed crazing from flexing at the chainplate collar area on deck, we suggest the following:

Remove the chainplate cover and rout the cracks as necessary, usually an inch or two. Create, by sanding, a rectangle on deck around the chainplate which then can be finished smooth. This will cover the objectionable crazing which may have existed and look very neat.

GLASSING:

A word of caution when glassing to the hull. We recommend that only one lay up of mat and roving be applied at first. After this first lay up has cured, the second layers may be applied. The reason for this is to keep the bonding to the hull from getting too hot during the curing process. We also suggest that care be taken to see that you do not make the mix too hot, so that it will cure slowly. Each layer of glass should be successively larger to conform to accepted practices.

Exercising these precautions reduces possible cosmetic deflections on the outside of the hull. Any deflections which do occur do not denote defects or weaknesses. Actually, they're a sign of a strong bond.

Time to accomplish these alterations should be close to eight hours if the bracket is installed, four hours if you only need to glass the hat section, and three hours per chainplate collar area.

We hope these instructions and the enclosed sketches are clear; if not, please do not hesitate to call.

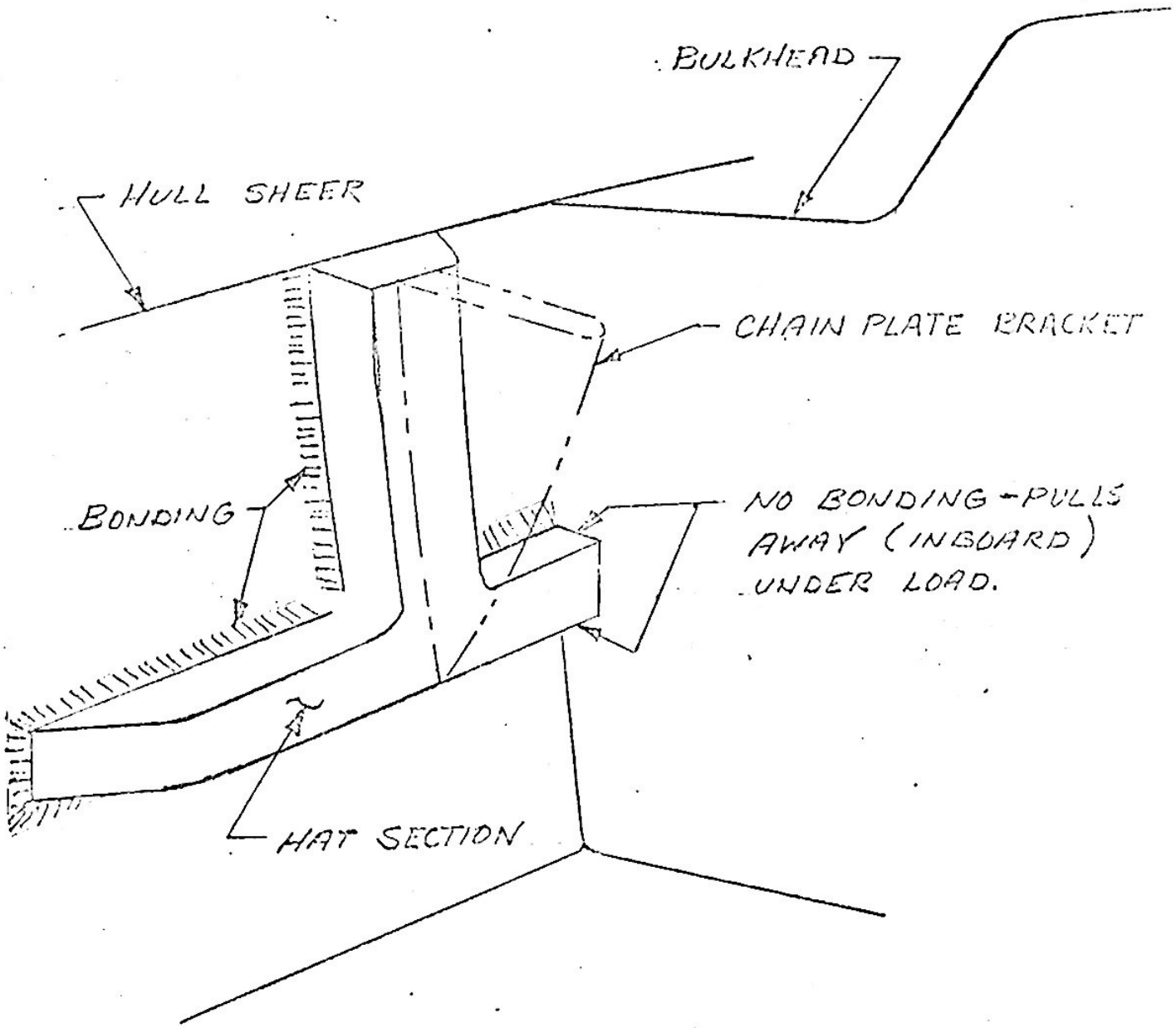
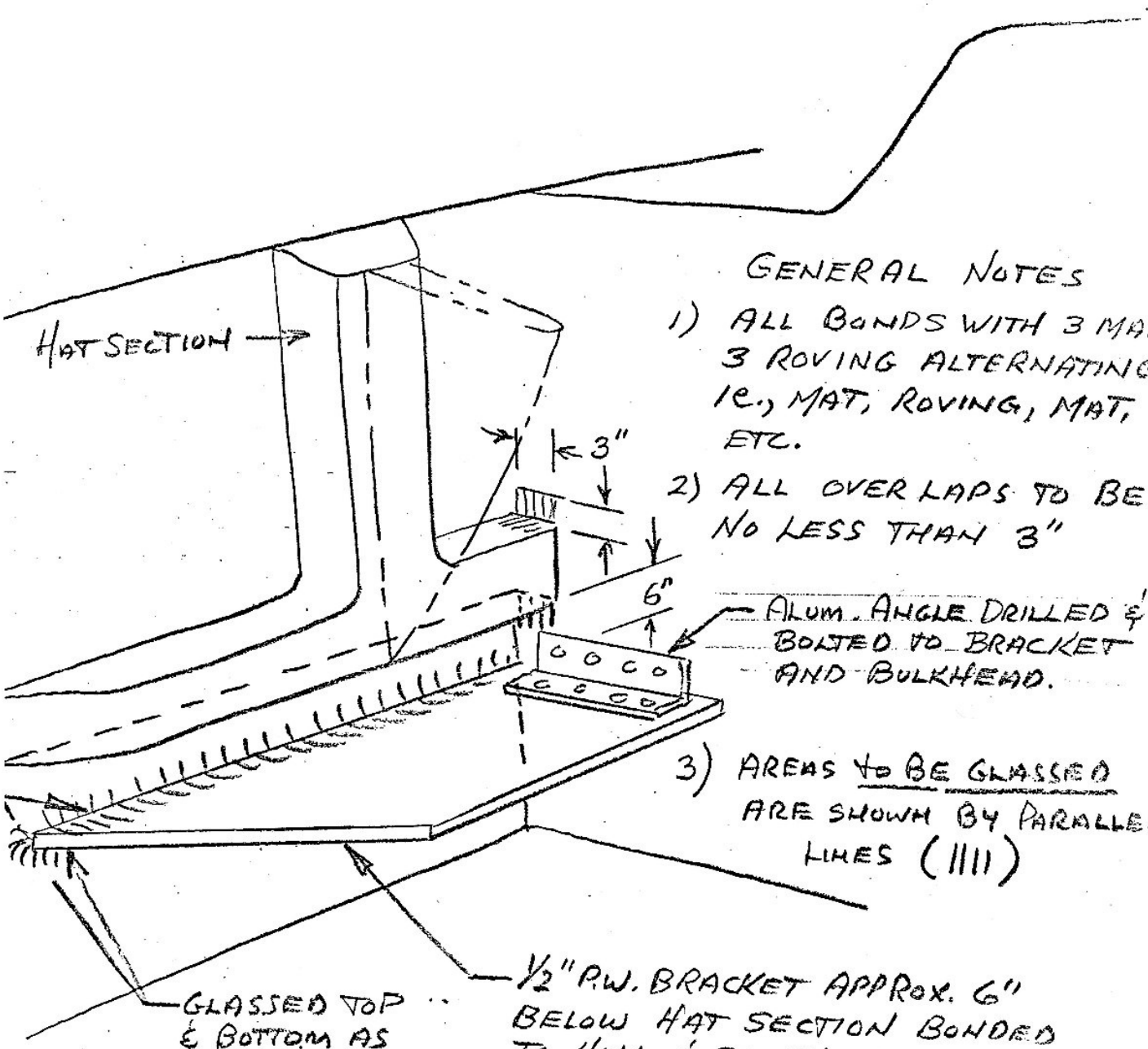

BULKHEAD
HULL SHEER
CHAIN PLATE BRACKET
BONDING
NO BONDING - PULLS AWAY (INBOARD) UNDER LOAD.
HAT SECTION

Fig 1



GENERAL NOTES

1) ALL BONDS WITH 3 MAT 3 ROVING ALTERNATING IE., MAT, ROVING, MAT, ETC.

2) ALL OVERLAPS TO BE NO LESS THAN 3"

3) AREAS TO BE GLASSED ARE SHOWN BY PARALLEL LINES (||||)

4) ALTERNATING LAYERS OF GLASS ARE TO BE STAGGERED AS FOLLOWS SO THAT EACH LAYER CONTACTS THE HULL, ETC. (3 LAYER SHOWN AS EXAMPLE ONLY)

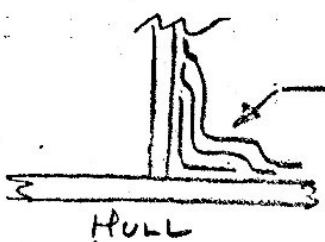


FIG. 2